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MONDAY, OCTOBER 25, 1909.

THE DEMOCRATIC PRIMARIES

In New York city, it is a recognized fact that unless warm contests can be brought about in primaries, conventions etc., full votes cannot be secured at elections. If the same rule is applicable in Bridgeport, there can be no doubt of the casting of an exceptionally full vote at the city election on Tuesday, Nov. 2, particularly on the Democratic side.

The Democratic primaries of Friday night were very largely attended, and the contests which occurred in a majority of the districts, were carried with vigor to conclusions. Results are somewhat uncertain as yet and may continue so until finally determined in the Town and City convention which will occur this evening. In some instances, the rivalry between candidates to come before the convention was warm, but so far as we can now see, there was no such residuum of anger as might threaten the party's success at the polls. All are not only pledged to support the ticket, but are also morally bound by participation in the primaries to abide by the results.

The most notable feature of these primaries was that the rank and file of the party participated therein, unbound by orders from any machine and absolutely free to act as each one's judgment dictated. Results represent, therefore, the wishes of a majority of the party, and not the decree of a machine.

It affords a most striking contrast with Republican procedure. In the Republican organization, an unauthorized, irresponsible machine rules, and most of the rank and file are mere automata. That machine has just imposed upon the party a Mayoral candidate who could not have been nominated under the direct primary system but for whom the bulk of the privates will vote, having long ago ceased to exercise the discretion of freemen and having become mere registering devices.

The contrast is between the free will of the voters as regularly expressed in the primaries, on the Democratic side, and the decree of a machine, on the Republican side.

"TITHE OF MINT, AND ANISE AND CUMMIN"

Wo unto you, Scribes and Pharisees, hypocrites, for ye pay tithe of mint, and anise and cummin and have omitted the weightier matters of the law. Judgment, mercy and faith, these ought ye to have done and not to leave the others undone.

We would like very much to apply this scriptural passage to the recently adopted local Republican platform if it could be considered a resolution upon Chairman Stevenson of the Resolutions committee, but as he is said to have brought the completed platform to the convention in advance of the appointment of the committee, the document probably emanated from the machine and he thus escapes the scriptural condemnation.

As heretofore stated, the platform is most remarkable for its omissions. It refers to some comparatively minor matters, and does not mention such important features of the Lee administration as the harbor line and car barn incidents. It pays "tithe of mint and anise and cummin" and omits "the weightier matters of the law." Judgment upon these omitted events, invocation of mercy for the city in the "more along the same line," and faith in a most desirable reversal of the candidate's pro-corporation policy—"these ye ought to have done."

Fortunately, Mayor Lee remedied, in his speech of acceptance, all of the omissions from the platform except one—explanation of the "more along the same line"—and he may possibly, though not probably, close that gap in his campaign speeches. He invited judgment by saying, "I will stand on my record"; he declined mercy by saying, "I have no apologies to make"; he did not ask for faith in his official future, if any, perhaps knowing that faith is based upon works and not caring to meet the issue. By their works ye shall know them.

His speech of acceptance, confirming the pre-convention statement of an organ that the Republicans will "rise or fall" on the merits of the Lee administration, marks the issues of the campaign; the "mint and anise and cummin" of the platform has become a negligible quantity.

In his speech at Corpus Christi, Tex., on Friday, President Taft declared in favor of deep waterways, when such projects can be shown to be practicable and necessary, and stated that the piece-meal "progression by jerks" policy of Congress in the past with reference to such improvements should be replaced with a definite general plan for opening up the great avenues of commerce. In his belief, this would serve as a check upon railroad rates,

keeping them down to reasonable figures.

Among the deep waterway projects is one which contemplates an inland waterway from Maine to Florida and in which Bridgeport is, or should be, greatly interested but has not yet evinced that interest in any practical way. On the contrary, it has given away harbor area which will be urgently needed by its commerce when the inland waterway, in which Long Island Sound is a part, becomes an accomplished fact. And we are told that "more along the same line" is to come, in the event of Mayor Lee's reelection.

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BOSTON & MAINE
AND NEW HAVEN
ROAD MEETINGS

Latest Report that Vice President Timothy E. Byrnes Would Be Chosen in Lucius Tuttle's Place.

New Haven, Oct. 25.—There will be two meetings next Wednesday of great interest to financial railroad men in this city and throughout the entire east for that matter. One will be the annual stockholders' meeting of the New Haven road to be held at the general office building of the company in this city at noon Wednesday and the other will be the meeting of the directors of the Boston & Maine railroad at the same place. In the selection of these officers there is a keen concern and much speculation in financial circles here for it is generally believed that the New Haven will place at the head of the road a man other than Lucius Tuttle, the present president of the company and a man whose election will conclusively show that the New Haven intends to take the active management of this company into its own hands.

Perhaps the most important matter to come up for consideration at the annual stockholders' meeting of the New Haven is the proposition to increase the capital stock of the company by an issue of 400,000 shares having a par value of \$40,000,000 but which will be sold by the company at \$125 a share to the stockholders and holders of the company's convertible debentures, thereby placing in the company's treasury the sum of \$50,000,000 when the issue is all paid out.

There is little doubt that this proposal will be carried through. The new stock, as has been officially stated, will be sold in blocks from time to time and may not all be put out until after two years or more. The annual election of the board of directors will take place, but it is not known what changes will be made in the directorate. Other matters, among them the New Haven's present connection with the Boston & Maine, will probably be taken up, for it is likely that some one or more of the stockholders will seek some light on the relationship of the two roads.

Following the meeting of the stockholders the directors will meet to elect officers but no changes are likely to be made.

Interest centers to a large extent in the meeting of the Boston & Maine directors to be held the same day, because of the numerous and unconfirmed reports that President Mellen of the New Haven will be elected president of the Massachusetts corporation. Whether this rumor will develop to be the fact cannot now be learned but since the annual meeting of the Boston & Maine, when two New Haven directors went on the directorate, there has been a growing belief in financial quarters that Mr. Mellen will take the presidency of the Boston & Maine and add the duties of that office to his work as president of the New Haven.

It has been reported, too, that Timothy E. Byrnes, a vice president of the New Haven, would be chosen to take Mr. Tuttle's place. In any event it is generally expected that the New Haven will show just what it intends to do with the Boston & Maine at this meeting.

President Tuttle has been retained on the Boston & Maine board of directors and this indicates to some that the former New Haven man may be continued in his present office.

Few "Regular" Freshmen
At Yale Law School

Although it was not expected that there would be a very large number entering the Yale Law School under the new entrance requirements of a two years' college course preparation, the actual figures are surprising. The preliminary list of the Law School and other departments shows that there are thirty-two regular members of the freshman class in the Law School and sixteen specialists, a total of forty-eight.

Although the entrance requirements are that there shall be a course at a college or similar institution, these rules apply only as to those who are after the degree of LL. B. Any man who has sufficient work to warrant it can go through the school and study law there without these required preparations, but he cannot get a degree unless he has them.

Poley's Honey and Tar clears the air passages, stops the irritation, soothes the throat, soothes the inflamed membranes, and the most obstinate cough disappears. Sore and inflamed lungs are healed and strengthened, and the cold is expelled from the system. Refuse any but the genuine in the yellow package. F. E. Brill and Curtis Pharmacy, local agents. * 135

Burglars Busy At
Lenox Country Houses

Lenox, Oct. 25.—Six country places in the vicinity have been visited by a burglar or burglars within the last week. Somebody broke into the country residence of Frederick Bull and took \$1,000 worth of jewels belonging to Mrs. Bull, and later visitations were made at the country places of Samuel Frothingham, George B. Blake, Mrs. Henry Dibblee, Mrs. Joseph W. Burden, Mrs. Morris K. Joseph and Mrs. Oscar Jassig in Stockbridge.

NAVY GIFT
TO JAPAN

Gold and Silver Loving Cup to Be Presented by American Fleet—Now on Board Flagship Connecticut.

New York, Oct. 25.—The great gold and silver loving cup which the officers and men of the United States Atlantic fleet are to present to the officers and sailors of the Imperial Japanese Navy has been received on board the flagship Connecticut, now at the New York Navy Yard, being overhauled preparatory to the winter cruise in Southern waters. The cup is a magnificent piece of work and is said to be the finest token of the kind in any navy. The cup is thirty-four and a half inches high, exclusive of the base, the body of the cup consisting of a large round bowl supported on a great silver globe, which in turn is flanked on both sides by American eagles modeled in high relief. The chrysanthemum, the national flower of Japan, ornaments the massive handles of the bowl while the cover of the cup is surmounted by two eagles and shields of the United States, supporting the imperial seal of Japan, modeled in gold. On the obverse side of the globe, supporting the bowl, appears the seal of the United States, on which is also etched the map of Japan. Arranged below this etching is a group of anchors, trident, and flags of the United States and Japan, the whole encased in colors. Around the upper rim of the cup in gold are the names of Japanese battleships and cruisers. Similarly applied around the base are the names of American battleships. On this side of the cup appears this inscription, in English:

Presented to the officers and men of the Imperial Japanese Navy by the officers and men of the United States Atlantic Fleet, in grateful recognition of the generous courtesies received during their visit to Japan, in October, Nineteen Hundred and Eight.

On the reverse appears the same inscription in Japanese, the Japanese characters being originally transcribed by Baron Takahira, the Japanese Ambassador to the United States. The engraving is exact reproduction of the photograph of the original work. On this side of the globe is etched the map of the United States, with the seal of the United States Department of the Navy, and second group of anchors, trident, and the official emblems of the two countries.

The cup rests on a mahogany base, to which is applied in silver the name of the United States and the Navy Department, encircled by wreaths of laurel. The cup will be expressed to Japan and should arrive in Tokyo about Christmas.

The great silver punch bowl that is to be presented to the Chinese Navy will be exhibited at the Louisiana, the flagship of the division that visited China. The Louisiana is in Hampton Roads. This gift is from the officers and men of the Second Squadron of the fleet.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought

Bears the Signature of J. C. Watson

MAGNUS MANSON
FAMOUS SEA
CAPTAIN DEAD

New Haven, Oct. 25.—Magnus Manson, president of the Benedict-Manson Marine Company of this city, a pioneer in New Haven's shipping trade and one of the oldest sea captains in England, died yesterday morning at his home, 31 Dwight street, in his eighty-sixth year, his death the result of acute gastritis, following a stroke of apoplexy.

Coming from the Shetland Islands, at birthplace, Mr. Manson, then 20 years of age, became engaged in the shipping business in this city in 1852, when New Haven was one of the best known seaports. Later, he started a shipping business of his own, taking contracts from different companies to ship goods from New Haven to different parts of the world. In the business he became one of the best known sea captains on the coast.

At the beginning of the Civil War, he received a contract from the United States government to help supply the arms in the South with provisions by water, in this way being in a number of important engagements during the war. At the end of the war, he continued his shipping business, founding later the Benedict-Manson Marine Company, now the largest marine firm in the State, of which he was president. He was engaged in the business until 1892 when he retired from active work.

Railroad Clerks
May Go on Strike

Boston, Oct. 25.—The 3,000 union clerks at six hundred steam and mechanical shops of the New York, New Haven and Hartford railroad will vote this week as to whether or not they will refuse the management of the road to grant requests which have been submitted by the Brotherhood of Railroad Clerks.

The clerks system committee has been in conference with road officials at New Haven the past four weeks and secured a few minor concessions. The clerks demand in general a nine hour work day, 10 per cent increase in wages, with a minimum wage of \$2 per day, pay for overtime work, right of appeal in case of unjust discharge, proper classification of clerks, seniority promotions and discharge of obligation to pay premiums on bonds.

Woman Gets \$40,000
From Reynolds Estate

Waterbury, Oct. 25.—Heirs of Edwin Reynolds, of Milwaukie, who died recently leaving a large estate, have effected a compromise with Mrs. C. C. Robinson, of Willimantic, who was preparing to contest the will. After a conference with counsel for the Western heirs, Mrs. Robinson has accepted \$40,000 as her share of the estate. Under the will she was to have received a legacy.

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